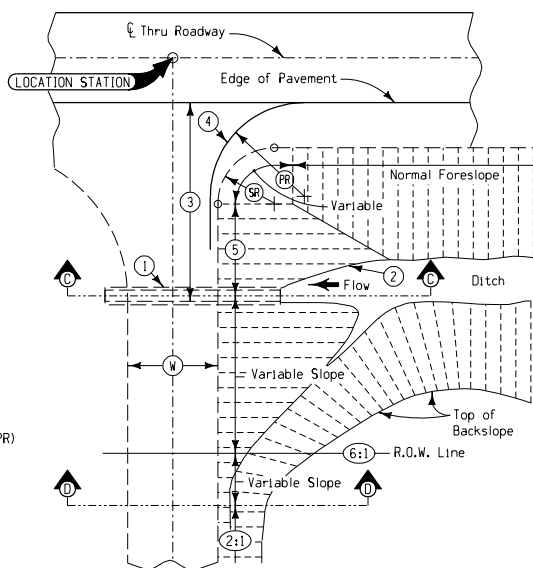


TYPICAL TEE INTERSECTION WITH SAFETY RAMP



TYPICAL FIELD, FARM, RESIDENTIAL OR LIGHT COMMERCIAL ENTRANCE

#### GENERAL NOTES:

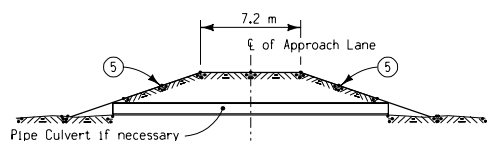
Details shown hereon are typical and shall be modified appropriately at the direction of the Engineer to fit site conditions of skewed angle intersections and other variations. Refer to tabular listings and detail project plans for exact locations, dimensions, and other data for individual entrances and safety dikes.

The intent of the safety ramp shall be to provide an area where an out of control vehicle passing through the "tee" intersection could be directed to normal terrain without undue damage to the vehicle. Surface and side slopes shall be smoothly shaped to contours which would facilitate the intent of the ramps.

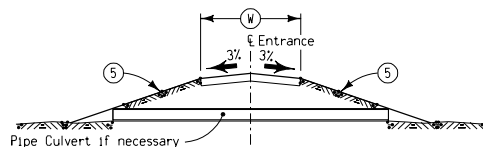
Surface and slopes of entrances shall be smoothly shaped and rounded where practical to provide minimal hazard to an out of control vehicle from through roadway.

Earthwork and material used for construction of safety ramps and entrances are included in estimate of quantities.

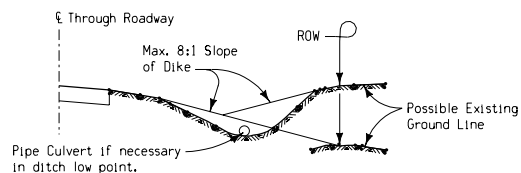
- ① Normal locations for entrance pipe culverts shall coincide with the line of the toe of backslope as shown. Refer to tabulation of entrance pipe culverts and cross sections for details of installation.
- ② Some special shaping of ditch may be required to fit culvert.
- ③ 8:1 slope shall end at the entrance pipe. 10:1 slope shall end 15 meters from the edge of pavement.
- ④ Entrance will only be paved as stated elsewhere in this plan.
- ⑤ Slope 10:1 or flatter without pipe. 8:1 or flatter with pipe. Slopes should be constructed relative to the roadway grade.



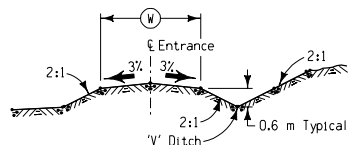
SECTION A-A



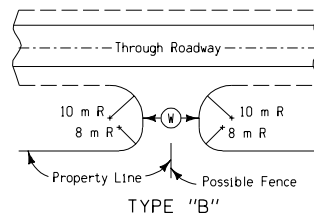
SECTION C-C



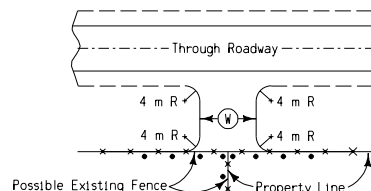
SECTION B-B



SECTION D-D



TYPE "B"



TYPE "C"

TYPICAL JOINT ENTRANCE (NON-PAVED)

TYPE OF ENTRANCE	PAVED		NON-PAVED
	Shoulder Radius (SR)	Pavement Radius (PR)	Shoulder Radius (SR)
TYPE "B" Light Commercial	10 m	14 m	10 m
TYPE "C" Field, Farm or Residential	4 m	6 m	4 m

All dimensions given in millimeters unless noted.

METRIC VERSION	Iowa Department of Transportation Project Development Division	
	STANDARD ROAD PLAN	RL-7
	REVISION: Metric conversion of Standard Road Plan RL-7 no. 9 (dated 7-16-91).	REVISION NO. 9
	APPROVED BY DESIGN METHODS ENGINEER <i>David P. Smith</i> 09-26-94	REVISION DATE 12-13-94

DETAIL OF TYPICAL ENTRANCE AND SAFETY RAMP